

Message Text

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ACTION EB-08

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00
DODE-00 DOTE-00 INR-10 NSAE-00 FAA-00 L-03 SS-15
NSC-05 IO-13 /069 W
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R 301445Z MAR 78
FM AMEMBASSY BERN
TO SECSTATE WASHDC 6008
INFO AMEMBASSY BONN
AMEMBASSY BRUSSELS
AMEMBASSY LONDON
AMEMBASSY PARIS
AMEMBASSY ROME
AMEMBASSY VIENNA

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PASS DOT AND CAB

EO 11652: N/A
TAGS: EAIR SZ
SUBJ: SWISS VIEWS ON AVIATION ISSUES

REF: STATE 41291 AND 69366; BERN 543 AND 1105 (NOTAL)

1. SUMMARY: DCM MAR 29 MADE COURTESY CALL ON FED
AIR OFFICE (FAO) DIR GULDIMANN. CONVERSATION
TOUCHED ON TRSB/MLS, FARES, CHARTERS AND GULDIMANN'S
APR VISIT TO US. END SUMMARY.

2. DCM STRESSED IMPORTANCE FOR AVIATION DEVELOPMENT
THAT DECISION ON MLS BE TAKEN AT APR ICA AWOP
MEETING. GULDIMANN WAS NON-COMMITTAL ON SWISS
SUPPORT FOR TRSB BUT SAID HE AND FAO STAFF WERE
IMPRESSED BY FAA BRIEFING HELD FOR SWISS AVIATION
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OFFICIALS AT EMBASSY MAR 10. GULDIMANN SAID HIS
STAFF UNDERSTOOD WEST GERMANS ARE PROMOTING THEIR
OWN MLS FOR ICAO APPROVAL AND WOULD LOBBY FOR TWO
YEAR DELAY ON DECISION TO PROVIDE TIME FOR ADDITION-
AL STUDIES. FAO HAD RECENTLY RECEIVED PROMOTIONAL
INFO ON WEST GERMAN SYSTEM. GULDIMANN COMMENTED
THAT ALTHOUGH GERMAN SYSTEM APPEARED TO BE GOOD,

EQUIPMENT WOULD NOT BE AVAILABLE FOR SEVERAL YEARS. DCM EMPHASIZED DISADVANTAGE FOR INTL AVIATION FROM DELAY IF COUNTRIES WENT SEPARATE WAYS ON MLS INSTEAD OF STANDARDIZING EQUIPMENT; EXPRESSED US CONCERN THAT NEW FACTORS NOT BE PERMITTED TO DIVERT ICAO FROM URGENT DECISION ON MLS, ESPECIALLY WHEN NO ADVANTAGE IN TECHNICAL ADVANCEMENT APPEARED POSSIBLE FROM FURTHER DELAY. GULDIMANN ACKNOWLEDGED IMPORTANCE OF NEED TO AVOID DELAYING ICAO DECISION.

3. GULDIMANN SAID SWISS POSITION ON LIBERALIZED NORTH ATLANTIC AIR FARES IS STILL OPEN, THOUGH HE HAD SERIOUS RESERVATIONS ABOUT EVENTUAL OUTCOME OF US EFFORTS TO ENCOURAGE GREATER COMPETITION AND LOWER FARES. HE SUPPORTED GENERAL CONCEPT OF BENEFIT TO CONSUMERS FROM LOWER FARES. HOWEVER, HE EXPRESSED CONCERN THAT UNECONOMICAL FARES COULD HAVE DELETERIOUS EFFECT ON AIRLINES AND RESULT IN OLIGOPOLISTIC SITUATION WITH NORTH ATLANTIC CONTROLLED BY A FEW LARGE COMPANIES. HE SUPPORTED ROLE FOR CHARTERS BUT NOT AT DISADVANTAGE OF SCHEDULED CARRIERS. (COMMENT: HOWEVER CLOSE SWISS VIEWS MIGHT BE TO THOSE OF FRG ON FARES, GULDIMANN OBVIOUSLY WISHED DISTANCE HIMSELF FROM FRG POSITION.)

4. GULDIMANN STRESSED IMPORTANCE THAT CARRIERS LIMITED OFFICIAL USE

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SHOULD CHARGE FARES REFLECTING TRUE ECONOMICAL SITUATION; SAID IT UNDESIRABLE THAT CARRIERS SUBSIDIZE NORTH ATLANTIC SERVICE FROM PROFITS ON OTHER ROUTES. SAID SWISSAIR NEARLY BREAKS EVEN ON US ROUTE BUT HAD \$6 MILLION LOSS TO CANADA. EXPRESSED PRESENT SATISFACTION WITH SWISSAIR'S US GATEWAYS; LAMENTED FACT TWA CARRIES ONLY 10 PCT OF PASSENGER TRAFFIC FROM SWITZERLAND AND HAS CANCELLED ZURICH SERVICE. HE ACKNOWLEDGED IMPORTANCE OF US CHARTER SERVICE TO SWITZERLAND.

5. GULDIMANN SAID HE WAS LOOKING FORWARD TO MID-APR INFORMAL CONSULTATIONS IN WASHINGTON. HE ATTACHED IMPORTANCE TO CLOSER WORKING RELATIONSHIP BETWEEN COUNTRIES WHICH SHARE LIBERAL VIEW TOWARD CIVIL AVIATION, PARTICULARLY IN REGARD TO ICAO WORKING GROUP THAT WILL BEGIN ACTIVITIES THIS SUMMER. GULDIMANN SAID INCIDENTALLY HE RECEIVED VERY FAVORABLE COMMENTS FROM UK CIVIL AVIATION CHIEF SHOVELTON FOLLOWING CONSULTATIONS WITH DEP ASST SECY ATWOOD. WARNER

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